

Established February, 1848.

PRICE, \$2 PER MONTH.

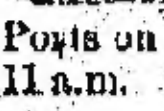
Shipping

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW

The Co.'s Steamship
Haitian,
 Capt. S. Ashroff, will be
despatched for the above
Ports on **TUESDAY**, the 24th Instant, at
11 a.m.

For Freight or Passage, apply to
DOUGLAS LAIRRAIK & Co.,
General Managers.
Hongkong, June 21, 1890. 113

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SIANGHAI.

(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, TIENTSIN,
NEWCHANG, HANKOW and
Ports on the YANGTSE.)

The Co.'s Steamship
Liaoning,
 Capt. W. Anders, will be
despatched as above on

PT have quick despatch.
For Freight, apply to
SIEMSEN & CO
340 Hongkong, June 2, 1892.

To-day's Advertisements.

THE HONGKONG HIGH LEVEL
TRAMWAYS COMPANY,
LIMITED.

THE Half-Yearly GOVERNMENT
TESTS of the TRAM MACHINERY
will take place on WEDNESDAY, the 25th
Instant. The TRAFFIC will be suspended for that
day.

MACLEWEN, EMMETT & Co.,
General Managers.

Hongkong, June 23, 1890. 1145

ZETLAND LODGE.
No. 625.

AN Emergency MEETING of the above
LODGE will be held in the FREE-
MASON'S HALL, Zetland Street, on THURSDAY
DAY NEXT, the 25th Instant, at 5.30 for 9
p.m. precisely. VISITING BROTHERS are
cordially invited.

Hongkong, June 23, 1890. 1140

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by Public Auction, on
SATURDAY,
the 28th June, 1890, at Noon, at THE
HONGKONG SAW MILLS, Wanchai—
About 7,000 SERANIAN FLOUR BOARDS.
1,000 HARDWOOD
Averaging 10 feet long, 4 inches wide,
and 1½ inches thick.
In Lots as per Catalogue.
TERMS OF SALE.—As customary.

HUGHES & EZRA,
Auctioneers.

Hongkong, June 23, 1890. 1143

THE AUSTIN ARMS HOTEL AND
BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the INTEREST
Due on the DEBENTURES
of the Company to the 30th Instant, will be
Payable on application at the Company's
Office on and after that date.

JOHN A. JUPP,
Secretary.

Hongkong, June 23, 1890. 1141

THE DARVEL BAY TRADING
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY General MEETING of
the DARVEL BAY TRADING COMPANY, LTD.,
will be held at No. 9, Queen's Road, Victoria,
Hongkong, on MONDAY, the 24th day of July,
1890, at 12 o'clock, at Noon, when the subject
of the Extraordinary Meeting of the Company
held on the 21st day of June, 1890, will be
submitted for Confirmation as a Special Resolution:—

That the Company be wound up voluntarily
under the Provisions of the Companies
Ordinance 1865 to 1886, and that
FREDERICK ALEXANDER ALFRED
BUSHING BROCKELMANN
and JUSTUS FRIEDRICH HEIN-
RICH HEIN, comprising the Firm of
REUTER, BROCKELMANN & Co.,
be the Liquidators of the said Com-
pany, and their remuneration as such
Liquidators be the same as that allowed
them as General Managers of the Com-
pany.

Dated this 23rd day of June, 1890.
REUTER, BROCKELMANN & Co.,
General Managers.

1142

UNION LINE.

NOTICE TO CONSIGNEES.
FROM ANTWERP, HAMBURG AND
SINGAPORE.

THE Steamship *Ter*, Capt. MARSHALL,
having arrived from the above Ports,
Consignees of Cargo are hereby requested
to send in their Bills of Lading to the
Undersigned for countersignature, and to
take immediate delivery of their Goods
from alongside.
The Steamer is berthed at Kowloon Piers
and Cargo impeding her discharge will be
at once landed and stored at Consignees' risk
and expense, and no Fire Insurance will
be effected.
Optional Cargo will be forwarded on to
SINGAPORE, unless notice to the contrary be
given before Noon To-day, the 23rd Inst.
All Claims against the Steamer must be
presented to the Undersigned on or before
the 30th Instant, or they will not be re-
cognised.

RUSSELL & Co.,
Agents.

Hongkong, June 23, 1890. 1137

CORAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship
Princess,
Capt. WEBSTER, will be
despatched as above on
MONDAY, the 30th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 23, 1890. 1136

DAKIN BROTHERS OF CHINA,
LIMITED,
CHEMISTS.

AERATED WATERS.

Our Plant comprises the latest improve-
ment, and is one of the most complete
and efficient ever shipped from Eng-
land.

The Purity of the water is certified by
analysis.
The construction of the machinery and
system of manufacture in force ensures
cleanliness and absence of all contamination
in the finished waters.
The quality of the Soda Water is equal
to that of the best English makers.
The Flavour of the grouped waters is
equal to any produced in England or
abroad.

PHOSPHOZONE.—A Phosphatic Be-
verage with delicious fruity flavour—an
excellent substitute for alcoholic stimulants.

Coast Port Orders receive prompt
attention.

TELEPHONE No. 69.

Nos. 23 & 24, QUEEN'S ROAD
CENTRAL.

Business Notices.

HONGKONG TRADING COMPANY, LD.

(LATE THE HALL & HOLTZ CO-OPERATIVE COY., LTD.)

CONTINUATION OF
CLEARANCE SALE.
GREAT BARGAINS
IN ALL DEPARTMENTS.

PREVIOUS TO ALTERATIONS TO PREMISES.

HONGKONG TRADING COMPANY, LD.

(LATE THE HALL & HOLTZ CO-OPERATIVE COY., LTD.)

To-day's Advertisements.

THEATRE ROYAL;
CITY HALL.

CROWDED NIGHT.
HARRY STANDISH'S OPERATIC
DRAMATIS BURLESQUE CO.
TO-NIGHT (MONDAY),
"PIRATES OF PENZANCE."

TUESDAY.—FOR THE FIRST TIME IN
HONGKONG "PAUL JONES."

Prices, as usual. Navy, Military, and
Viduaers in Uniform. Half Price to Ex-
tra. (Closes from 7 a.m. to 5 p.m. at
Messrs KELLY & WALSH, LIMITED, where
Plans can be seen and Seats secured.)
Dress open at 8.50. Overture at 9 p.m.

T. EMPSON, Manager.
Hongkong, June 23, 1890. 1131

STEAM TO MANILA VIA AMOY.

The Steamship
Nansing,
Capt. TAYLOR, will be
despatched as above on
THURSDAY, the 26th Instant, at 3 p.m.

For Freight or Passage, apply to
JAIDINE, MATHESON & Co.,
Agents.

Hongkong, June 23, 1890. 1144

FOR YOKOHAMA.
The Steamship
Moray,
Capt. DRYGAS, will be
despatched as above on
THURSDAY, the 26th Instant.

For Freight, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, June 23, 1890. 1101

SHIPPING.

ARRIVALS.

June 23, 1890.—

Alphon, British steamer, 1,493, Thos.
Golding, Kobe and Moji June 10, General.
—Glen, Latvian, 1,000, 11.

June 22.—

Ricard, American barque, G. A.
Freeman, New York February 9, Ketchikan.
—RUSSELL & Co.

Alphon, German steamer, 400, T. A.
Böhmer, Pukohi June 19, and Hoihow 21,
General.—WILSON & Co.

Yikang, British steamer, 886, R. C. D.
Bender, Shanghai June 17, via Chinalai,
Amoy and Swatow 21, General.—JAIDINE,
MATHESON & Co.

Cheong Hock Kian, British steamer, 956,
J. S. Grenfell, Singapore June 15, General.
—BUN BIN CHAN.

Ter, British steamer, 1,115, J. Marshall,
London and Singapore June 15, General.
—RUSSELL & Co.

Pukohi, British steamer, 835, J. Hen-
kins, Bangkok June 15, Rice.—HOR
HOSU.

Velox, German steamer, 750, H. Johann-
sen, Penang June 13, General.—MATHESON
& Co.

June 23.—

Ancona, British steamer, 1,838, W. D.
Macie, Yokohama June 14, Mails and
General.—P. & O. S. N. Co.

Nanchow, British steamer, 1,160, A. C.
Colonna, Singapore June 10, General.—BAN
MOH & Co.

Peking, German steamer, 954, F. Schulz,
Bangkok June 17, Rice.—STANSEN & Co.

Phra Chon Kiao, British steamer, 1,011,
Amoy, Penang, Bangkok June 17, General.
—YVES FAY HOSU.

Amigo, German steamer, 771, F. A.
Brühl, Saigon June 19, Rice and Paddy.
—A. G. MORRIS.

DEPARTURES.

June 23.—

Kienpai, for Whampoa.
Prin, for Hongkong and Pakhoi.
Duriet, for Kobe.
Haiphong, for Haiphong.
Yung Ching, for Shanghai.
Guthrie, for Foochow.
Thalio, for Coast Ports.

June 23.—

Yikang, for Whampoa.
Crown of Aragon, for Kobe.
Cheong Hock Kian, for Amoy.
Amoy, for Shanghai.
Hector, for Shanghai.
Chafoo, for Yokohama.
Salvadora, for Manila.

CLEARED.

Tai Lee, for Amoy.
Hector, for Singapore and Hamburg.
Memnon, for Amoy.
Marie, for Haiphong.
Tachio, for Swatow and Bangkok.
Interior, for Kobe.

PASSENGERS.

Amoy.

Per *Yikang*, from Shanghai, Dr. Robt.
S. Iry, and 3 Chinese.

Per *Cheong Hock Kian*, from Singapore,
195 Chinese.

Per *Ter*, from Singapore, 30 Chinese.

Per *Amoy*, from Bangkok, 6 Chinese.

Per *Ancona*, from Yokohama, Mr. Kotaro
Mochizuki, Mr. and Mrs. Ede, Messrs N.
Font, A. K. Travers, J. Romero, Perry
and friend, Dr. Burrows, J. C. Wilkison,
L. L. Forbes, Dadoyi, and 19 Chinese.

Per *Nanchow*, from Singapore, 603 Chi-
nese.

Per *Peking*, from Bangkok, 95 Chinese.

Per *Phra Chon Kiao*, from Bangkok, 23
Chinese.

Per *Amigo*, from Saigon, 25 Chinese.

DEPARTED.

Per *Ter*, for Hoihow, 100 Chinese.

Per *Yung Ching*, for Shanghai, 10 Chi-
nese.

Per *Cheong Hock Kian*, for Amoy, 180
Chinese.

Per *Thalio*, for Shanghai, 21 Europeans.

TO DEPART.

Per *Tai Lee*, for Amoy, 50 Chinese.

Per *Thalio*, for Amoy, Mr. A. E. Green.

Per *Marie*, for Shanghai, 21 Europeans.

Per *Marie*, for Haiphong, 20 Chinese.

Per *Tachio*, for Swatow, 100 Chinese.

Per *Marie*, for Haiphong, 20 Chinese.

Per *Tachio*, for Swatow, 100 Chinese.

Per *Marie*, for Haiphong, 20 Chinese.

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Per *Tachio*, for Swatow, 100 Chinese.

Per *Marie*, for Haiphong, 20 Chinese.

Per *Tachio*, for Swatow, 100 Chinese.

Per *Marie*, for Haiphong, 20 Chinese.

MEMOS. FOR TO-MORROW.

Shipping.

11 a.m.—Haiton leaves for Coast Ports.

Amusements.

9 p.m.—Performance at the City Hall.

Meeting.

8.30 p.m.—Public Meeting of British
Mercantile Marine Officers' Association
of Hongkong, at No. 2, High Street.

General Memoranda.

WEDNESDAY, June 25.—

11 a.m.—Meeting of Justices of the Peace
in the Justice's Room.

5 p.m.—Meeting of The Hongkong &
South-China Masonic Benevolent
Fund in Freemasons' Hall.

Goods per Steamer *Ocean* unloaded after
Noon subject to rent.

THURSDAY, June 26.—

Goods per *Crown of Aragon* unloaded
after this date subject to rent.

9 p.m.—Meeting of Zetland Lodge.

FRIDAY, June 27.—

Goods per *Leinster* unloaded after this
date subject to rent.

SATURDAY, June 28.—

Noon.—Meeting of Shareholders of The
H.K. & Kowloon Wharf & Godown
Co., Ltd., at the City Hall.

Noon.—Auction of 7,000 Seranian Flour
Boards, at the Bowrington Saw
Mills, Wanchai.

MONDAY, June 30.—

Interest of The Austin Arms Hotel &
Building Co., Ltd., payable.

Goods per *Ter* unloaded after this
date subject to rent.

MONDAY, Extraordinary Meeting of The
Darvel Bay Trading Co., Ltd., at No.
9, Queen's Road.

THE APPOINTMENT.

A. S. WATSON & COM-
PANY, LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

AERATED WATERS.

OUR AERATED WATER

MANUFACTORY

is replete with the best Machinery, em-
bodying all the latest improvements in
the trade.

THE greatest attention has been paid to
appliances for ensuring purity in the
Water supply, to secure which we have
added a Condenser capable of supplying us
with 3,000 gallons of distilled water a day,
and are now in a position to compete in
quality with the best English Makers. Our
Sweet Waters cannot be surpassed any-
where.

The purest ingredients only are used,
and the utmost care and cleanliness are
used in the manufacture throughout.

LARGE BOMBAY 'SODAS.'

We continue to supply large bottles
as heretofore, free of Extra Charge, to
the use of our Customers who prefer to have
them to the ordinary size.

COAST PORT ORDERS,
whenever practicable, are despatched by
first steamer leaving after receipt of order.

For Coast Ports, Waters are packed
and placed on board ship at Hongkong
prices, and the full amount allowed for
Packages and Emption when received in
good order.

Counterfoil Order Books supplied on
application.

Our Registered Telegraphic Address is
'DISPENSARY, HONGKONG.'

And all signed messages addressed thus
will receive prompt attention.

The following is a List of Waters always
kept in stock:—

PURE AERATED WATER

In dispatches in connection with the subject. In one of these despatches he enclosed a draft ordinance to which the Attorney General has alluded upon which the present Bill has been framed—in fact, I may say it was not framed; but with a few changes I am sure that the Attorney General would find he had found that the ordinance sent out to him was not in accordance with the instructions sent out, and he thought it would be better and simpler to repeal that ordinance altogether and to pass a new one. I quote a passage from him that is highly interesting. He mentions an ordinance here and there and obliges to allude from time to time, it is far better to have the whole matter to which the law relates in one ordinance. Reference has been made to the existing law among gentlemen, that differences of opinion on this matter exist not only in this colony but in many other colonies and even in England itself. But notwithstanding this difference of opinion the House of Commons has decided that the law which these acts should be abolished, and upon the conclusion the English Government acted. And the English Government has sent out peremptory orders to all Crown Colonies where these acts are in force, to repeal them. In regard to this particular Bill, the Attorney General has referred to certain points which he considers the principal ingredients, such as the age of the girls, the fact of the brothers being registered for the sake of protecting the girls from being seduced, and the recognition of immorality. These two points seem to me the chief ingredients, and the Secretary of State in his despatch says that no change in the principle of the Bill must be made without his knowledge. Therefore, I am sure that the House of Commons with this Bill and accept the principle rather than pass another Bill in regard to which the Secretary of State would only say that it was not passed in accordance with his instructions and was practically useless. I am sure that there are any change made during the course of discussion and upon which there may be any doubt as to whether they are framed in accordance with instructions, it may be well to put in a suspension clause that the Bill shall not be passed until it has been approved of by the House of Commons. It would be a pity to pass a bill with important changes and then to be told that it did not carry out the instructions and that another Bill must be passed. I may mention that a short time since I received a despatch from the Secretary of State in which he said that a question had been put in the House of Commons whether the Bill had passed the legislature of Hongkong. The Secretary of State in reply said that he had only sent out the Bill during the course of the present year, and that he had not had time to pass it, that it was under consideration, or something to that effect. An Hon. member who has just spoken against the desirability of passing this measure said that no notice had been taken by the Secretary of State of the protest that was made in Hong Kong by the Chinese community. I am in connection with this matter. In one of his despatches dated 3rd January of this year he says:—"I take this opportunity of acknowledging receipt of your despatch (that is the despatch of Sir George William Murray) in which you inform me that the signatures by the unofficial members of Council enclosing a protest against the abolition of the compulsory examination. I am unable to reconsider the decision arrived at in that matter. As I pointed out in my despatch of 10th December the memorial presented in favour of the retention of the examination was not signed by the Chinese community and was strongly urged with equal force in this country and were overruled. I may remind you that the House of Commons in June 1888 emphatically endorsed its previously expressed views by deciding without a dissent in favour of the repeal of similar acts in England." It might have been better if a quotation from this despatch had been sent to the unofficial members at an earlier stage. I may say it arrived in the Colony shortly after I came and was in my hands in course of the Attorney General's despatch that the Attorney General had not referred to it and was considered better that the matter should stand over until his arrival, and the consequence is that all the papers connected with this matter have been more in the hands of the Government than of the unofficial members. Since the time they were sent out, if any attention had been drawn to this paragraph, I am sure I may have been the first to inform the Hon. members that their despatch had been acknowledged, and my regret on that point that did not mention this paragraph, and that they had not. Some of the members do not see the utility of this Bill, but if they do not think it would do harm, they might allow it to pass in deference to those who think it will do a great deal of good. It has also been said that the Bill is not in accordance with the Bill must be passed. Those who hold official positions in Crown Colonies have to obey the instructions of the Secretary of State, but it is always useful to hear the views that may be expressed by those who have any opinion they wish to express upon this subject.

Mr. Eyrrie thought the Po Leung Kok Society was sufficient for the protection of women.

The Attorney General—I have taken into consideration the views of that society and have given them power to express their views to the Registrar General to the assent.

A division was then taken, when there voted—For the second reading, all the official members, Mr. Chater and Mr. Kewick; and against, Mr. McEwen.

Mr. K. K. K. The second reading was therefore carried by a majority of seven to three.

The Council then went into committee on the Bill.

The Council, during the course of a house was a very lively and interesting discussion on the question of age and of Chinese marriages. He pointed out that there are differences in the mode of counting age in Chinese. A girl of 16, according to Chinese reckoning, might be only 14. If she was married at 16, she would be 14 when she would be considered two years old on the 1st January. Did 16 mean 16 by English method of counting? They exempted from the ordinance married women, but did they recognize Chinese marriages, and if so—did they recognize second and third wives? It might be said that Mr. McEwen was a person whose wife was only 15 years of age and according to this law he would be severely punished.

The Attorney General said this was a British Colony, and if Chinamen came here to live, they must live under English law, and English law was not and would not recognize polygamy.

LIGHTHOUSES AND LIGHT DUES.	
The following statement showing costs and maintenance of Lighthouses, since 1874 to 1890, and Revenue from Light Dues for the same period, was laid on the table of the Legislative Council:	
Cost of Constructing 8 buildings,	\$20,711 00
Cost of Apparatus,	18,732 00
Repairs to buildings,	39,448 00
Salaries, Oil and other expenses,	13,943 38
Cost of Roads,	7,808 58
Cost of laying a Submarine Cable to Great Island,	1,443 04
Cost of Fuel and Oil, Great Island and to Cape d'Agulhas,	1,070 00
Maintenance of Telegraph Service, 15 years at \$300 per annum,	3,000 00
Steam-launch expenses, 15 years at \$600 per annum,	9,000 00
Total Expenditure,	161,738 55
Light Dues received, (see detail annexed),	241,678 12
Balance,	179,937 15
16th June, 1890.	
(Light Dues Collected from 1875 to 1890.)	
1875,	10,781 90
1876,	241 15
1877,	14,984 35
1878,	17,494 28
1879,	15,438 31
1880,	18,095 07
1881,	20,763 15
1882,	23,371 33
1883,	24,714 35
1885,	24,356 17
1886,	26,032 67
1887,	32,363 16
1888,	33,093 57
1889,	35,650 22
1890,	31,593 44
	\$341,678 12
SUPREME COURT.	
IN SUMMARY JURISDICTION.	
<i>(Before Mr A. G. Wigg, Acting Puisne Judge.)</i>	
Monday, June 23.	
YIK HING FAT & LAU'S AND CO.	
The hearing of this case was resumed to-day. Mr Mossop appeared for the plaintiffs and Mr Gedge (of Messrs Sharp, Johnson and Stokes' office) for the defendants.	
Y. Lamkie—I am a broker. I remembered drawing the charter party produced. The plaintiffs called to our office asking about the steamer. The <i>Chiao</i> was mentioned first and the <i>Piccola</i> was afterwards fixed on. Nothing was said about any guarantee that the ship was to take about 19,000 piculs over the bar at Newchwang. There was no such condition. There was some conversation about chartering the steamer <i>Piccola</i> (picul), and he asked what I thought the steamer would take over the bar. I said I could not say anything about that. There he said "Oh, it doesn't matter. I shall charter the steamer. I know what she can carry." I have chartered her before. I said I would put in the charter party that the steamer would take about 19,000 piculs but I would give him no guarantee. I said if it were a guarantee it would be put in a different way, with a condition as to proportional reduction in case of the steamer not taking the full quantity. After the <i>Piccola</i> was booked I was sent for by Messrs Lamiechers and Co., who told me the charterers objected to pay the full amount. I said he must pay the full amount as he had no right to any reduction, no guarantee as to the amount of cargo taken over the bar being made.	
By Mr Mossop—I never knew a question of this kind to arise before. The plaintiffs insisted that it should appear in the charter party that the steamer should carry 19,000 piculs over the bar or that a proportional reduction should be made. I consented to do that, but to oblige him I said I would put in a clause stating that the steamer would take about 19,000 piculs.	
This concluded the evidence.	
His Lordship, in giving judgment, said that the charter party said on stated that the steamer was to carry 19,000 piculs over the bar at Newchwang, and it also stated that the quantity of cargo was to be such as to enable the vessel to cross the bar in safety.	
It was admitted on both sides that the vessel was only chartered by the plaintiffs for 37,200, and the claim was for the loss which the plaintiff alleged he sustained by the failure to take the 1,800 piculs which were wanted to complete the cargo of 39,000 piculs, the plaintiff putting the amount of the loss at \$755 28. For the plaintiff it was stated that the statement in the charter party that the vessel could take 19,000 piculs inside the Newchwang bar was part of the contract and was meant as a guarantee. On the other side this was denied. And the arguments before his Lordship were only made to show that the vessel did not do to his Lordship's recent necessity, however, to decide whether this was a guarantee or not. He thought he was bound by the evidence of the captain, who stated that when he got to Newchwang he did not get a full cargo and that the charterers were not bound to take more, but not knowing that there was not a full cargo on board. It seemed to his Lordship that under these circumstances the captain could do nothing else and that this absolved the captain and the owners from liability for any damage sustained. The captain's statement might be true or not, but he was absolutely uncontradicted. If the charterers were here he might have contradicted this, but as the evidence stood his Lordship was bound to give judgment for the defendants, with costs.	
ORIGINAL JURISDICTION.	
<i>(Before His Honour Mr Fielding C. J. de, Acting Chief Justice.)</i>	
STEPHENS & THE ATTORNEY GENERAL— A COMPLAINT.	
Mr Francis, Q. C., instructed by Messrs Wotton and Deacon, appeared for the plaintiff, and the Attorney General (Hon. W. M. Goodman), instructed by Mr A. B. Johnson, Crown Solicitor, was for the defendant.	
The Attorney General said—We have not been able to arrange the terms of a compromise and have thereby succeeded in settling the case. I have taken the advantage—which those who occupied the position of Attorney General have always taken in settling the case—more clearly, by the examination of Mr Stephens in open Court, and the information which I have thus obtained I think justifies me in departing from the rule followed by my predecessors, by adding	

THE HONGKONG AND KOWLOON
WHARF AND GODOWN COMPANY
LIMITED.

The following is the report for presentation to the shareholders at the third ordinary annual meeting, to be held: at the Chamber of Commerce Room, City Hall, on Saturday next, the 28th inst., at 12 o'clock, noon:

—The following have now to submit to the shareholders their report with a statement of accounts for the year ending 31st December, 1880:—

Accounts.—This total receipts for the 12 months are \$219,344.24 and the net profits after paying expenses and all other charges \$42,718.41.

—From which have to be deducted:—

—Interim dividend..... \$42,500.00

leaving the balance to the credit of profit and loss account of. \$ 7,218.41

The profit and loss account above a credit of \$7,218.41, which was received from the net profit derived by sale of the P. & O. West Point property, also by sale of two pieces of reclaimed land at West Point and the estimated value of the balances of land on hand, which together with \$7,218.41 from working accounts, makes a total of \$428,562.74.

From this have to be deducted:—

Directors' fees..... \$6,000

Auditors' "..... 500

..... \$6,500.00

leaving a balance of..... \$429,062.74

from which it is proposed to pay a final dividend of \$2 per share, making a total of \$40,000.

The gross receipts above an increase of \$16,850.15 (principally storage) over the previous year, and the gross expenditure the expenses were heavier, owing mainly to the native staff having been increased at the latter end of 1878.

Last year's working was also credited with \$22,500 interest, which disappears in the present account as the charge of \$370,000 on the West Point property was paid off and the amount returned to shareholders in consequence of the reduction of Capital.

The system of working at Kowloon has been thoroughly reorganised, and this, together with the legal and other expenses incurred at the West Point property, have necessitated some extra expenditure.

Kowloon Property.—The Company's Kowloon property has been subdivided in the accounts, and the land and buildings now stand at £1,158,263.64, the area of the land being as follows:—

Marine Lots 120,500 sq. ft., of which 105,000 is unbuild on	105,000
.....	916,801
.....	148,562

The rain water of 29th and 30th May unfortunately occasioned some damage to the Kowloon godowns, and cargo on storage, and the larger item for claims this year is in a great measure due to this calamity.

West Point Property.—The sale of this property expires on 30th June and the directors are negotiating for a section of it at a reduced rental.

Leases, Liabilities, &c.—The whole of the company's floating stock has been overhauled and is now in a thorough state of repair.

The directors have decided to sell without the *Kowloon or Heron*, the former having been withdrawn from the Ferry service on account of satisfactory arrangements having been made with the Steam Launch Company for the use of the latter service of launches every quarter of an hour between Podders Wharf and Kowloon Godowns.

Directors.—Messrs St. C. Michaelsen and L. Poesneckor retire in rotation according to the articles of association, but being eligible for re-election, the appointments of Messrs N. A. Sieb and E. A. Solomon resigned on leaving the colony and Messrs H. Hoppus and D. R. Sasseron respectively have been invited to fill their places.

The Honorable A. P. MacEwen on his return to the colony was invited to resume his office of Chief Justice, and the appointment of these gentlemen requires confirmation.

Auditors.—Messrs G. S. Coxon and T. L. Rose have audited the accounts now presented and the directors recommend these gentlemen for re-election.

General.—The Honorable Osborne has been appointed Secretary and Manager in the place of Mr Isaac Hughes resigned.

J. J. KESWICK, *Chairman*.

Hangkong, 21st June, 1890.

WEEK OF THE YANGTZE.

The *Shanghai Mercury* of 16th inst. says:—The s.s. *Yangtze*, belonging to Messrs. Messman and Co., was wrecked on the 14th inst. at 5 o'clock, at the mouth of the Hsienan Group, on Friday afternoon, between 4.30 and 5 o'clock. The following particulars of the accident are to hand:—

The ill-fated steamer, under command of Capt. Tommings, left Hangkong at 6 p.m. on the 13th inst. for Canton, with cargo, including 500 casks of Bombay and other chests of goods, and about \$100,000 treasure, and, with 28 passengers mustered 78 people all told. A thick fog set in on Friday morning, and continued all day, allowing no more than a boat's length or so of visibility, clearing away at intervals, but shortly before 5 in the evening, and their position proved that the ship, was running straight for the lofty cone of Saddle Island, at a point about 7 miles to the S.S.W. of where the *Yangtze* was wrecked five years ago, and, according to the *Colonial Directory*, Distance Table, about 157½ miles from Shanghai. The *Yangtze* was going at almost full speed at the time. Captain Tommings put the engines full speed astern immediately, but this measure was unavailing to save the ship, which ran right on to the shore, and, at 5 o'clock, struck the rocks. It was found that her bows were stove in. A ladder was at once got out over the bows, and by it the means the passengers, company's staff and crew (as the ship's hands were safely landed). It was found that the bows were stove in, the remainder of the bows, from the bow could live in the heavy surf, though they were promptly made ready for the trial. They were afterwards washed away, with everything else loose lying on deck. The Captain and some of the crew were blown strongly from the ship, and were afterwards saved by swimming to land, being assisted from the shore by ropes. The ship's papers, small arms and a quantity of provisions, to make ready for a possibly lengthened stay on the island, were got on shore, but nothing else either of the ship or of the crew, in half an hour from the time she struck, the fore part of her bottom fell out, and her bow divided down with the rush of tons of water, while her stern was tilted high up in the air. The whole ship went under, when the wind, which had been blowing strongly from the southward, was in its highest. It was 5 o'clock. The castaways were most hospitably treated by the inhabitants of the islands, who put everything they had freely at the disposal of the shipwrecked people, giving them food, and vacating their houses for the night, and the next day, on the 16th inst., at 5 o'clock the next day, Saturday, a steamer came in sight, which proved to be the C. S. M. S. N. Co.'s *Orinco*, bound for this port. Captain Tommings signalled her, with the result that she sent three

afternoon where she was met by the *Rockets*, by which tug the shipwrecked people were taken to Shanghai, arriving in the evening. Captain Tönniesen said that none of the crew or passengers were injured, and that the wreck of the steamer, beyond a slight dent in the hull, was in no danger of sinking. Captain Tönniesen received on his boat from the sharp rocks while helping the passengers to land on Saddle Island.

Mr. F. *Franchette*, which passed close to the wreck, was the first to report the disaster. Yangtze steamer, reports having seen nothing whatever of land through the dense fog.

It is said that the *Yangtze* is lying in about 10 fathoms of water, and that her lights are visible at low water; if so, the wreck will be seen in a few days, and treasure being salvaged. Some 30 chests of the opium are carried is uninsured, but the remainder of her cargo is probably partially covered by local companies, while the vessel herself is insured in Hamburg.

One of the *Rockets* (the *Rockets*) has been sent to the wreck by the company's arrangements had been made by the agents of the Hamburg underwriters to send down to see after the salvage of the vessel, which is quite at the mercy of the natives. Up to the time the people of the ill-fated steamer were rescued, no attempt was made by the islanders to go on board the vessel, but the temptation will be very great to explore the wreck before foreigners reach the scene, as the natives know that the *Yangtze* is worth \$1,000,000 on board.

Capt. Tönniesen tells us that his company is not at all anxious at the time of the accident. The steamer was probably driven in shore by the set of the current. At the best of times the islands are dangerous, but a hundred-fold more so in weather like that of Friday. One steamer was wrecked here, but was kept in the *Yangtze* saw the signal of the shipwrecked people.

Under German law no provision is made for holding local Courts of Enquiry into maritime disasters, such proceedings taking place at the port of registry.

It is matter of sincere congratulation that no lives were lost, though the wreck of such a fine and popular vessel must be deplored.

The place where the steamer lies is very exposed, and it is not likely that very long will elapse before it is raised, whatever it, the insurance agents do not bear themselves.

The Mutual liner *Polthau*, which left Hongkong with the *Yangtze*, passed the island on which the latter struck two hours before her. But Capt. Roy gave the *Polthau* no warning, and the latter was bound going all the time till he passed out of the dangerous waters. He had no idea of the disaster to the *Yangtze* till he arrived here yesterday.

On the old chart the Hsienlan Islands are marked as reefs, but the natives on this occasion have proved to be entirely unacquainted of that fell reputation. Captain Tönniesen speaks in high terms of their hospitality and humanity. They ought to be recognized in some way. They will probably make desperate efforts to get their cargoes in hand cash, but the dollars are in the strong room of the steamer, and will be hard to get out.

The opium is stored in two holds.

It is a pity that the mails were not saved as the *Yangtze* always brought a large mail from Hongkong, but the room where they were kept was flooded almost immediately.

The *Yangtze* was built in Newcastle in 1871 and was of 814 net register.

NEWS BY THE CANADIAN MAIL.

STRIKERS VICTORIOUS.

London, May 28th.—The strike of 800 timber haulers on the Liverpool docks which began yesterday to enforce their demands for an increase of wages to 6s 11d per week, has at last terminated, as the strikers were backed out of the docks, and the employers were unable to procure them to take their places. The demands of the men were conceded to-day, and work was resumed.

MR. BROWN'S URGE.

Mr. Robert Brown, it is to become known, will be in the city to-day, to give a dinner to 500 poor children at New Tupper to-day, and crowned her charitable work for the day by donating a large sum to the support of the school connected with the same at that place. The dinner was a most successful affair, and aroused the enthusiasm of young and old to a high pitch of interest.

PACIFIC MAIL COMPANY'S ANNUAL MEETING.

New York, May 28th.—At the annual meeting of the Pacific Mail Steamship Company the following Directors were elected: C. Collis P. Huntington, Henry Hunt, Isaac E. Egbert, Calvin S. Brice, S. Muel Thomas, Geo. H. Gault, Edward Lauterbach, Charles W. McGee, and John A. B. Stewart. President W. McGee in the annual statement showed that the net earnings were 23 per cent, after deducting the extraordinary expenses for the repairs of the City of New York and the City of Sydney, which amounted to \$150,000. The steamer China was completed at a cost of \$1,000,000, and the Pacific Mail Company's earnings for the year were \$234,691. Mr. McGee said that the relations of the Pacific Mail Steamship Company with the Occidental and Oriental Company have been strained, and under existing arrangements the latter Company has, during the past year, carried more cargo than the Pacific Mail Company.

Not all the steamers of the line have come loaded. The President recommends that the business be pooled with the Trans-Pacific, or at least with the Pacific Mail Company, established separate agencies. The total earnings were \$1,065,667; the expenses \$855,117, and the net earnings \$910,550. The cash assets on April 20th were \$678,403 and liabilities \$178,408. The directors are Messrs. Huntington, American and Mexican governments of \$89,247. Nineteen steamers comprise the Pacific Mail Company's fleet. At the meeting of the Board of Directors later, Mr. J. B. Houston was elected President and Mr. Edward Lauterbach Vice-President. The officers hold over until the next meeting.

It is contradicted fully at the office of the Pacific Mail Steamship Company, in this city, that the presence of Mr. George P. Rice, the Pacific Manager of the Company at Vancouver, has anything to do with the strike of the Canadian Pacific Railway, or of steamers of which Tacoma is to be the terminus. The alleged object of Mr. Rice's visit to Vancouver is first, to arrange some details with the Canadian Pacific Railway, and secondly, for recreation for the benefit of his health. The strike is merely a pretext, it is said by General Rice, and it is stated that the Company has the slightest intention of establishing a terminus at Tacoma. The proposition is absurd on the face of it, he said, "and I am sure that the project never entered the mind of any of the directors."

[illegible]

a rise in the cotton manufacturing business at Colombo, in this island of Ceylon, where cotton mills are being started with 10,000 spindles and 150 looms, soon to be largely extended. Labour in Ceylon is cheaper than in India and far more plentiful, and the Government has abundant raw material at hand. It is thought that the new industry may become a powerful rival for the Asiatic trade.

ENGLIER WORKMEN AND EMPEROR WILLIAM.

The workmen's organizations are engaged in a strike against the Emperor, giving a grand labour reception to Emperor William of Germany on the occasion of his visit to England in July. The demonstration will be made in recognition of the efforts of the Kaiser to ameliorate the condition of the workers, and also because of his undeviating tour through the recent Labour Conference in Berlin to spread the benefits of his work to the laborers of other countries. As there is no opposition to the proposal, the celebration of the reception is particularly sensational.

PARIS, MAY 24.—Paris has been startled by another sensational crime, this time committed in the Rue des Mathurins at de Noisy Street, 53 Rue des Mathurins. This is one of the quiet, shady streets of Paris, and it was here that a young man, a commercial traveller named Bievinski, a middle-aged man of Polish extraction, who at one time held a commission in the Russian army and whose mother has been a lady of honour at the Court of the Czar, was shot dead by a woman, who had been visiting him at her room in the Hotel des Mathurins several months ago. A front room on the second floor was usually reserved for him. During each of his visits in Paris Mr. Bievinski used to receive visits from a good-looking woman slightly over 30 years of age, who was supposed to have been married to him some years ago. Her name was Mme. Jeanne Wolosky. Mme. Wolosky lived on the best of terms with her husband in comfortable apartments in the Rue Brehanet and Mr. Bievinski was a friend of the family. On Thursday afternoon she called on him again, and the two pair shut themselves up together. On Friday Bievinski was met by the garcon who wanted to arrange the room, but Bievinski refused to admit him, which aroused the suspicion of the landlady, who entered the room and found the woman dead with a bullet wound in the chest. She immediately arrested shortly after. When conducted to the police station the prisoner could hardly begged the commissary to ask a question, as he was wounded. "I assure you," he went on, "that I could not kill Jeanne." She committed suicide before I could give her the means to do so. I had a revolver in my pocket twice with my revolver. I tried to recall her to consciousness, but when I saw that she was dead I wanted to put an end to my own life," and Bievinski showed the commissary that a part of his ear had been shot away.

THE IMPERIAL PARLIAMENT.

London, May 23rd.—In the House of Commons this evening Mr. H. Campbell-Bannerman denounced the Government whether it considered itself empowered to ratify the Anglo convention without recourse to Sir James Ferguson, the British Minister at Constantinople. Sir James Smith admitted that the sanction of Parliament was necessary to the ratification of the convention. Mr. A. Stanley Hill asked whether orders had been given to the British warships to protect English vessels illegally engaged in the carrying of opium to the Straits Settlements. Sir James Ferguson said that the Government declined to make any statement on the subject pending the exchange of correspondence. Mr. Henry H. Howarth asked the Government if anything had been done to relieve the sufferers from cholera in the East Indies. In answer to this, he said, was starving and driven by their sufferings to the extremity of cannibalism, while the death rate among them was terribly high. Sir James Ferguson said that the Government was doing everything in its power to relieve the sufferers, and that the Government would send medical men in the interval. Around Sundan 20,000 people were being supplied with food daily.

ARRIVAL OF THE DUKE OF CORNWALL.

Victoria, B. C., May 21st.—As tomorrow is the birthday of the Duke of Cornwall, the Duke and Duchess of Cornwall and Devon arrived aboard, anchored off Victoria harbour and transferred the Royal passengers to the steamer Lorne, which conveyed them to the city. The day was a perfect one and but a sample of the 13 in which it was celebrated. The Duke and Duchess of Cornwall were received by the Lieutenant-Governor, Capt. Hulbert, R.N., Col. Holmes, R.O.A., Col. Prior and their aide-de-camps, who with a few prominent citizens accompanied the tender to the ship. Both the Duke and Duchess, as well as all the party, were dressed in white, and the tattered uniforms but fair weather, and no unpleasant incident. After the reception at the landing the party were driven to the Governor General's residence by a civic address of welcome was presented by Mayor Grant.

MICELANEOUS.

London, May 23rd.—The hayrads in the Bluto are being devastated by worms, which infest the vines in such numbers that their extermination is impossible. It is estimated that hundreds of thousands of vines have already been destroyed, and the damage to the crop is incalculable.

The trial by court-martial of Commander William T. Annesley, of His Majesty's warship *Tiger*, for excessive and illegal punishment of a seaman under his command, ended today. The charges against Commander Annesley were sustained by the evidence, and he was sentenced by the Court to receive a public reprimand.

A fire started in the hold of the steamer *Lune*, while she was lying at her dock in Liverpool and burned for several hours. The compartment to which the flames were confined was filled with straw, and before the fire could be extinguished, the damaged cargo was heavy, but the vessel was insured.

The Nationalists are planning to oppose the Land Purchase Bill (tooth and nail), despite the Government's constant application of the "stick" to the rebels. The prospect of filibustering which even the closure cannot prevent. The Government, however, has hinted that if the opposition is maintained, the sitting will be continued until Autumn, a perilous threat: to those who know the discomfort of an all Summer session.

A young girl named Hunter was found dead yesterday morning near Actonbury, and her body had been mutilated as were those of Jack the Ripper's victims. There is great excitement in the neighbourhood.

The Chronicle declares that the Government intend to annex the Sultanate of the State of Ajaccio, which, by reason of the treaty concluded by Sir Samuel Baker, really belongs to Turkey.

King Leopold of Belgium paid a visit to Miss Dorothy Tennant today, and heard her

DRAINAGE OF THE LOWER
WESTERN AND CENTRAL DISTRICT
OF VICTORIA.

The following report was laid on the table of the Legislative Council this afternoon:

Sir.—The area of the drainage of which I now propose to discuss, is the zone between the Harbour and Chino Road, bounded to the west by Slaughterhouse Point, and to the east by the Cricket Ground. It includes:

- District No. 1, Sheklongi
" No. 2, S. I. Yung Poon
" No. 3, Tai Shing
" No. 4, Cheung Wan
" No. 5, Olio Wan.

It therefore contains the bulk of the Chinese population.

2. In a previous report, it was recommended that the sewerage-system of the High-level District should be completely distinct from that of the lower districts.

The problem now to be solved is:

(a) The removal of the sewage from the lower zone, with the rain which falls upon it, to the sea.

(b) The conveyance of storm-water from the hills above, through the district, to the sea.

3. The present arrangements for the sewage and storm water of this district are practically those described in my report of 1888.

Briefly, the practice has been to cover in natural storm-water channels and connect them with branch-drains, conveying both sewage and storm-water. In many cases both main and lateral drains are in very bad condition.

4. In the report on the sewerage of the High-level District the objection to the conveyance of sewage, were fully set forth. These objections apply with even greater force in the case of the low-level district, where, in many places, the storm-water channels are nearly level and non-natural, not only so, but also very shallow.

5. The methods for the improvement of the drainage of this, and other districts, suggested in my report of 1889, have not been tried. This is fortunate, for my subsequent experience leads to the conclusion that they would not have remedied, completely, the evils which existed then, and which exist still.

6. As regards the construction of the branch-sewers no appreciable improvement has taken place. With a few exceptions, any extensions that have been carried out, have been made upon no definite principle.

7. The first question that must be discussed is the number and position of the sewer outfalls. The main sewer, as the ultimate receptacle for the sewage of Victoria. When the system of self-cleaning sewers is complete, the sewage will be delivered into the harbour fresh, before purification has commenced, assuming always that the house-drains are in order. In this condition, sewage is conveyed, in fact, to the sea, and is not a nuisance.

8. The following are the leading considerations, which rule the selection of position for sewer outfalls. The sewage should be delivered into water, not less than six feet deep, at a distance of at least 100 yards from the shore, and at points where there is an uninterrupted flow of tide: so that the effluent may be removed and diluted, as quickly as possible. For this reason, salient angles are preferable to re-entrant angles at the position of outfalls.

9. The existing Praya affords a very considerable range of choice, as to the position of outfalls. When the new reclamations are complete and the extraordinary irregularities in alignment, which disfigure the existing Praya, have disappeared, one position will be very nearly as good as another. Therefore there will be no necessity for constructing costly intercepting-sewers, to conduct the sewage to one or two great outfalls. Indeed, unless the sewage is wholly intercepted and carried, say, to an outfall at Sulphur Channel, opposite Green Island, or to North Point, no appreciable benefit will result from its concentration, to any one outfall. Such complete interception cannot be effected, unless a considerable portion of the sewage is pumped; for the strip of land, between the Queen's Road and the Praya, is practically level, and no sewer, having a gradient sufficient to establish a self-cleaning velocity, could be constructed so as to convey the whole sewage, by gravity, to such a distant outfall.

10. The complete interception of the sewage, from the harbour-frontage, would be exceedingly expensive, both as to first cost and maintenance. It would not effect any appreciable improvement in the sanitary condition of the city; nor, considering the mass of vessels which frequent the Praya, and the garbage which they throw overboard, would the amenity of the place be increased. The Praya is not a promenade; nor is Victoria a bathing place. The cost of complete interception cannot, therefore, be justified by any corresponding advantage, and should not, therefore, be incurred; until, at least, experience has demonstrated the inaccuracy of this conclusion.

11. Were the existing Praya the permanent sea-frontage of the city, it would be necessary to carry out the sewage outfalls by means of iron pipes, laid at the bottom of the sea into deep water, and to a distance of from 50 to 100 yards from the shore, so as to be clear of tiers of vessels which, through the wharf, and check the flow of the tide. But it has been decided that the Praya is to be advanced by about 280 feet, and the rubble-bank on which the new wall will stand will be in 15 to 20 feet of water. It is also intended that the wall itself shall be carried down, vertically, to a depth of about three feet below low-water mark, and the rubble-bank will be covered with water. The increased depth, the improved alignment of the new wall, together with the construction of the waterway, caused by the advance of the Praya, will most probably produce an improvement in the tidal current, along its front. When the new works are complete, it will be sufficient to carry the outfall, to the edge of the berm of rubble, on which the wall is founded, or to far beyond it, as to reach a depth of six feet at low-water spring-tides. By using cast-iron pipes with ball-and-socket joints, a further extension may at any time be made.

12. During the progress of the Reclamation Works, the sewage should be carried out to the new iron wall, by means of temporary wooden shafts, supported on piles. In arranging the levels of the sewers, the position of the outfall, and the level of the sewers, has been selected, in accordance with the proposed alignment of sea-wall.

13. The Harbour being accepted as the destination of the sewage, the only reasons for limiting the number of outfalls, are to save cost in their construction, and to make sure that sufficient sewage will flow through each, to keep it clear of deposit.

14. The invert of the main sewers should

be laid not lower than 2.75 feet above Ordnance Datum, at the point where the sewer passes through the new Praya wall. Now mean sea level is 3.59 feet above Ordnance Datum; so that the level of the sewer will be 0.84 below mean sea level. As the outfall sewers will be not less than 3 feet in diameter; when the water in the harbour stands at mean sea level the middle of the sewer-pipe will be only about two inches under water. Now mean sea level means the average level of the sea, as obtained by adding together the heights thereof recorded, every hour, for a whole year or more, and dividing by the number of observations. By thus fixing the position of the main sewer, at or near to mean sea level, it is certain that the pipe will be free from sea-water, for nearly one-half of every day, month or year, and that the sewage will flow freely through the sewer, and thence to the deposit.

15. It has to be remembered that the normal dry-weather flow of sewage, will only fill the sewer to a depth of perhaps one-fourth or one-third of its diameter. At high water, the sea rises above the top of the sewer, and fills it completely. The stream of sewage then occupies the whole area of the sewer, and its velocity is reduced, so that deposit may take place.

16. The sewer was laid lower, say at low-water spring-tides, than it would only be free from sea-water, and thus in a position to establish a proper velocity, for a few hours each month; and thus the probability of deposit would be much greater.

17. A good example of the manner in which, in the absence of special flushing arrangement, deposit accumulates in a channel, to which the tide has access, may be seen at the mouth of the Albany Nallah. This nallah above the tidal action, keeps itself quite free from deposit, the stream, running down its length, having a high velocity. But in the part to which the tide has access, this velocity is checked, when the tide is high, and deposit takes place, which the stream cannot remove, when the tide falls. Had the invert of this nallah been made higher as it might have been, this deposit would not have taken place.

18. The level of the outlet, thus fixed, determines the distance at which the outfalls must be placed from each other. The main sewer must have a certain fall; and their upper extremities must be at a sufficient depth below the ground, to allow the house-drains to discharge into them.

19. It is further desirable that the sewage outfalls should not be in the immediate vicinity of the main storm-water outlets; especially those that discharge storm-water from the hills, above the city. The salt which these storm-water channels bring down, in time, from dolts at their mouths, which will have to be removed by impeding this operation; or be liable to injury to the sewerage, from the hills, above the city. The salt which these storm-water channels bring down, in time, from dolts at their mouths, which will have to be removed by impeding this operation; or be liable to injury to the sewerage, from the hills, above the city.

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Mails.
STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON.
BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.
V.H.—Cargo can be taken on through Bills of Lading for BATAVIA, PERHIA, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.
SEVERAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship
CLYDE, Captain J. L. PARRITT, B.N.R., is dispatched from this for LONDON via BOMBAY AND SUEZ CANAL, on THURSDAY, 28th June, at Noon.

Cargo will be received on board until 4 p.m. Parcels and Goods (both at the Office) at 5 p.m. on the day before sailing.

Ships and Valuable for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay and Colombo, arriving one week later than by the ordinary direct route via Colombo. Tea will be sent either via Bombay or Colombo, according to arrangement.

For further Particulars regarding FREIGHT AND PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

Passengers desirous of making their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES.
E. L. WOODIN, Superintendent.
P. & O. S. N. Co. Office, Hongkong, June 16, 1890. 1094

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CHINA will be despatched for San Francisco, via Kobe and Yokohama, on THURSDAY, 28th June, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Bills of Lading granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—To San Francisco ... \$225.00
To San Francisco and return ... 393.75
To Liverpool ... 325.00
To London ... 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by the Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 104, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, June 17, 1890. 1015

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 28th day of July, 1890, at 10 a.m. the Company's Steamship **BRUNSWICK**, Capt. A. MEYER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted until 4 p.m., Specie and Parcels until 5 p.m. on the 1st July (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and Carriage and Staterooms.

For further Particulars, apply to **MELCHERS & Co., Agents.**
Hongkong, June 9, 1890. 1042

Mails.
CANADIAN PACIFIC STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAYS AND STEAMERS.

THE British Steamship BATAVIA, 2,553 Tons Register, Capt. WILLIAMSON, will be despatched for YOKOHAMA, B.C., via SHANGHAI and YOKOHAMA, on THURSDAY, the 28th June, at Noon.

To be followed by the S.S. **ABYSSINIA**, on the 3rd July, and S.S. **PARATHIA**, on the 24th July.

Connection will be made at Yokohama with Steamers from Japan Ports, and at Vancouver with Pacific Coast Ports, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—To Vancouver & Victoria (Mex.) \$210.00
To Montreal, New York, &c. 290.00
To Liverpool ... 325.00
To London ... 350.00

Parcels and Goods (both at the Office) at 5 p.m. on the day before sailing.

Ships and Valuable for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay and Colombo, arriving one week later than by the ordinary direct route via Colombo. Tea will be sent either via Bombay or Colombo, according to arrangement.

For further Particulars regarding FREIGHT AND PASSAGE, apply to the CANADIAN PACIFIC STEAMSHIP COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

Passengers desirous of making their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES.
E. L. WOODIN, Superintendent.
P. & O. S. N. Co. Office, Hongkong, June 16, 1890. 1094

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CHINA will be despatched for San Francisco, via Kobe and Yokohama, on THURSDAY, 28th June, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Bills of Lading granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—To San Francisco ... \$225.00
To San Francisco and return ... 393.75
To Liverpool ... 325.00
To London ... 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by the Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 104, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, June 17, 1890. 1015

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

Intimations.
DENTISTRY.
FIRST CLASS WORKMANSHIP.
MODERATE FEES.
MR. WONG TAI-FONG,
Surgeon Dentist,
(FORMERLY ESTABLISHED APERTHUR AND LATER ASSISTANT TO DR. ROGERS.)
AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS.
NOW HAS
18, D'AGUILAR STREET,
behind HONGKONG CLUB.
CONSULTATION FREE.
Hongkong, January 18, 1890. 129

NOTICE.
HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Under-signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, August 26, 1889. 1468

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL, \$5,000,000
PAID-UP CAPITAL, 2,500,000
RESERVE FUND, 1,250,000

Board of Directors:
Hon. J. J. KESWICK, Chairman.
Hon. C. P. CHATER, Vice-Chairman.

LEE SING, Esq.,
S. C. MICHAELSEN, Esq.,
J. S. MOSES, Esq.,
G. E. NOBLE, Esq.,
POON FONG, Esq.,
D. R. SASSOUN, Esq.,

Bankers:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE, ON LAND OR BUILDINGS, PROPERTIES PURCHASED AND SOLD.

Estates managed, and all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's OFFICES, No. 6, Queen's Road Central.
A SHEKTON HOOPER,
Secretary.
Victoria Buildings, Hongkong, 3rd May, 1890. 844

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship BELGIC will be despatched for San Francisco, via Yokohama, on TUESDAY, the 8th July, at 1 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan Ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fare granted as follows:—To San Francisco ... \$225.00
To San Francisco and return ... 393.75
To Liverpool ... 325.00
To London ... 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by the Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

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Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 104, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, June 17, 1890. 1015

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

Stocks	No. of Shares	Value	Price	Closing Quotations
Hongkong and Shanghai Bank Corp. (MARINE INSURANCE)	60,000	\$125	all	\$115 1/2, prem.
Canton Insurance Office Co., Ltd.	10,000	\$250	all	\$240, sales
China Traders Insurance Co., Ltd.	24,000	\$33.50	all	\$28 7/8
Chinese Insurance Co., Limited	1,500	\$1,000	all	200 nominal
South China Insurance Co., Ltd.	5,000	\$200	all	\$200 nominal
Strait Fire Insurance Co., Ltd.	30,000	\$200	all	\$200 nominal
Union Insurance Society Co., Ltd.	10,000	\$250	all	\$250 nominal